

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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WEATHER FORECAST.
FAIR.

April 15th, 1912, Temperature a.m. 66, p.m. 78; Humidity...90, 65.

April 15th, 1911, Temperature a.m. 67, p.m. 68; Humidity...89, 86.

No. 8761

英港四月十號

TUESDAY, APRIL 16, 1912.

二月十號

888 THE AMM.

SINGLES 10 CENTS.

TELEGRAMS.

TELEGRAMS.

TELEGRAMS.

HOME RULE.

HOME RULE.

HOME RULE.

BALFOUR CHEERED.

[Service to the "Telegraph."] Bombay, April 16, 6.50 p.m.

Mr. A. J. Balfour was cheered when he resumed the Home Rule debate before a crowded House of Commons. He ridiculed the safeguards and said that Mr. Asquith's initial experiment in Federation was lopsided, botched, and utterly unworthy of British statesmanship. He severely criticised the financial provisions and said he did not believe that English and Scotch members would support the inane suggestion that the future Federal system should be divided by customs barriers.

A REVERSION OF POLICY.

He pointed out that the position of the constabulary was absolutely impossible. If Ireland could use the customs against foreigners the Government would be involved in appalling difficulties which would arise from the folly of trying to reverse the true policy of National development. All nations looked to the future with anxiety and misgiving, and great social communities felt that they must maintain their place by integration not by disintegration.

STRIKING CRITICISM.

London, April 15 7.35 p.m.

In the House of Commons, Mr. A. J. Balfour asked the Government whether they thought of the absurd scheme of the last decade. If the Nationalists really believed that Ireland was a nation they would not and ought not to be content with such a makeshift.

They desired to see the Irish as free as the English and the Scotch, and cooperating in the great work of the Empire. He maintained that they had such freedom under the present system.

South Africa was a great dominion conscious not only of her place in the Empire but of her special difficulties and dangers. South African statesmen realised when they rejected the schemes for a Home Rule Federation, and adopted a closer union, that a country so constituted could alone do best rapidly, conclusively and decisively against some imminent danger. What was the position of Britain in times of danger, with this lopsided Federation? There was only a fair-weather constitution.

TELEGRAMS.

MR. SAMUEL'S REPLY.

[Service to the "Telegraph."] London, April 15 7.35 p.m.

Mr. Herbert Samuel said that Mr. Balfour's arguments against the Bill might be equally and justly advanced against any scheme of Colonial self-government. He pointed out that six years ago Mr. Balfour had described the grant of self-government to South Africa as a reckless experiment. Experiences of a

hundred and fifty years proved it was the denial and not the grant of Home Rule that led to separatist tendencies. Colonial autonomy was not only not inconsistent with but essential to Imperial unity.

Appeals were being continually received from all parts of the Empire urging Home Rule for Ireland. Appeals came not from statesmen of the Irish Race but from such men as the Rt. Hon. Louis Botha and Sir Joseph Ward;

while the late Cecil Rhodes, an Empire Builder if ever there was one, spoke from the grave in favour thereof.

AN UNSOUND POSITION.

Mr. Samuel said that the financial experts who enquired into English and Irish finance prior to the drafting of the Bill

found the situation so utterly

unsound that they actually recom-

mended complete fiscal autonomy

for Ireland and an annual subven-

tion of £900,000, but the Govern-

ment was unable to accept the

recommendations for various

substantial reasons. The whole

of the Irish revenue would con-

tinute to be paid into the Imperial

Exchequer so long as the deficit

lasted. The total sum transferred

annually from the Exchequer

would be about six millions, but

that was not a grant from the

British taxpayer as it was derived

from Irish taxes. The total cost

of reserved services would be

about five millions of money and

the loss thereon at the outset

would be two millions. But if

the present rate of Irish progress

continues this will gradually

diminish and will disappear in

ten years.

The Irish Government will be

authorised, if it is desired, to

borrow money for the purpose of

national development and the

Irish Exchequer Board will have

power to issue loans and to make

provision for the payment of the

interest on the sinking fund from

the transferred sum.

TELEGRAMS.

THE FINANCIAL ASPECT.

[Service to the "Telegraph."] London, April 15, 7.35 p.m.

Mr. Samuel in dealing with finance said that it would be unjust in the first instance to burden Ireland with the whole deficit. The state of her finances was not her fault but the result of English financial administration. Her revenue was paid on an Irish scale and her expenditure was on an English scale. Therefore it was obviously indefensible, after accustoming the Irish to this scale of expenditure, to impose on them the burden of finding the whole expenditure.

THE DEFICIT.

If it was not assisted, the new Irish Parliament would be faced in its first year with a deficit exceeding one-fifth of the whole revenue which would mean a fifteen to twenty percent increase in taxation.

At the same time it was unjust that the deficit should be permanently borne by the British taxpayer. He was convinced that when Ireland was prosperous she would willingly assume a just share of the burden.

GOVERNMENT'S SCHEME.

The Government's scheme provided that the finances of the one country would not be appreciably disturbed by a change in the finances of the other. If the Irish Government was able to effect economies it would be free to reduce any taxes it liked—such as pressed most heavily on the poorer classes, namely customs duties, especially tea and sugar. It was impossible, however, to give it unfettered control of customs as that was inconsistent with the general policy of the Government.

UNIONIST QUESTIONS.

London, April 15, 4.5 p.m.

The Unionists continue to mercilessly assail Home Rule, concentrating their attention to the question of finance and the nominated Senate. They are demanding to know whether the Catholic bishops are eligible for appointment. There are indications that the number is multiplying of Liberals who are prepared to waive the principle of nominations for the Senate, and substitute therefor proportional representation, which would be more acceptable to the Unionists.

VETO PROVISO.

Mr. T. P. O'Connor, in a speech delivered in London, significantly remarked that his friends were quite open to deal with the matter.

In consequence of a general desire from all parts of the House for further light on the financial proposals, the Right Hon. Mr. Herbert Samuel follows Mr. Balfour to-night, detailing the Government's intentions. The "Daily Mail," alluding to the veto proviso, declares that the Natal case in 1906 showed the perils of such interference.

Mr. Redmond has received a number of congratulatory telegrams from the colonies. General Botha telegraphs "Wish the Bill all success," while Mr. Ward, the ex-Premier of New Zealand, said the Bill would contribute enormously towards the solidarity of the Empire. Reuter,

TELEGRAMS.

LARGEST LINER.

[Service to the "Telegraph."] London, April 15, 6.25 p.m.

Reuter's correspondent at New York states that the liner Titanic has sent a wireless message to the effect that she has collided with an iceberg, and she asks for assistance. The Virginian, Olympic and Baltic are hastening to render aid to the vessel. The Virginian was 170 miles from the Baltic and two hundred miles from the Titanic. The last message from the Titanic to the Virginian was blurred, and ended abruptly. A message from Reuter's correspondent at Cape Race states that the Titanic is reported to be sinking by the head. The women are being taken off the vessel in lifeboats. It was reported that last night, at 10.25, the vessel had struck an iceberg, and that she required immediate assistance.

HER MAIDEN VOYAGE.

Bombay, April 15, 8.30 a.m.

The Titanic is the largest vessel afloat and was on her maiden voyage. She left Southampton on April 10 with 2,000 passengers aboard. There were 320 first class passengers who included Mr. Hayes, president of the Grand Trunk Railway, Mr. Ismay, chairman of the White Star Line, Countess Rothes, Mr. W. T. Stead, Bankers Guggenheim, Widener and Straus, and Colonel Astor.

GREAT ICEFIELD.

London, April 15, 1.55 p.m.

Canadian and American liners report an icefield extending for a hundred miles off Newfoundland. The enormous icebergs are regarded as phenomenal. The Carmania and the Niagara had a perilous time, the latter being twice damaged and holes made in her side. Four other liners were more or less damaged. Reuter.

TITANIC SINKING.

London, April 15 5.5 p.m.

Reuter's New York correspondent says it is officially announced that a wireless message has been received from the steamers which are towing the Titanic to the shoal water at Cape Race for the purpose of beaching her, as she is sinking.

PASSENGERS SAFE.

Bombay, April 16, 6.40 a.m.

A message from Montreal, sent at 8.30, states that the Titanic is still afloat and is heading for Halifax. The women and children are still aboard though lifeboats are in readiness. It is considered that the bulkheads will prevent her from sinking. A later wireless message states that the Parcian and the Carpathia are standing by and that all the passengers have been taken off. A wireless message received at New York states that the passengers are gradually being transferred to the Parcian and to the Carpathia by boatload. The Olympic and the Baltic are nearing the Titanic.

THE FIRST RESIGNATION.

London, April 15, 3.25 a.m.

Reuter's correspondent at Havana states that an authoritative statement has been issued to the effect that prior to Mr. Secretary Knox's departure homeward on the conclusion of his tour in Central America he was convinced of the necessity for the continuation of the Monroe doctrine, and that it was incumbent upon the United States to see that the Latin-Americans maintain stable Governments and observe their international obligations. Reuter.

MINIMUM WAGE.

London, April 15, 1.55 p.m.

Reuter's New York correspondent states that the American note which is the strongest yet delivered to Mexico declares that the continuation of illegal acts conduces to difficulties which it is to the interest of all true Mexican patriots, as it is the desire of the United States, to avoid. Reuter.

TELEGRAMS.

CHINA IN TRANSITION.

[Service to the "Telegraph."] London, April 15, 3.50 p.m.

Reuter's correspondent at Peking states that the Government in replying to the four nation protest against the Belgian loan states that it appears probable that the Belgians will join the international group in order that the political deadlock may be overcome. The imperative need for funds is again causing the Government extreme anxiety. Reuter.

RUNSIA AND THE LOAN.

London, April 15, 1.35 p.m.

The Paris correspondent of Reuter states that France and Russia have completely agreed regarding the latter's participation in the Chinese loan.

A SATISFACTORY REPLY.

(Our Own Correspondent.)

Shanghai, April 16, 9.15 a.m.

Yuan Shih-kai's reply to the four-nation protest is considered fairly satisfactory and straightforward. Acceptance of the facts opens a way to a resumption of negotiations with the international group on the return of Tang Shao-ji.

FILLED AT LAST.

(From Chinese Sources.)

Shanghai, April 15.

President Yuan has appointed Vice-President Li Yuan-hung as Chief Advisor to the General Staff.

MOVING TO PEKING.

Tang Shao-ji left Shanghai for Peking by the s.s. Sun Chang this evening. He was accompanied by Hung Li-ting, Tai Yuen-pui, Sun Kow-yun and other members of the now cabinet.

THE FIRST RESIGNATION.

The first resignation from

among the appointments recently made is that of Si Siu-ki who is desirous of relinquishing the post of Minister of Communications.

YUAN'S INSTRUCTIONS.

President Yuan Shih-kai has telegraphed to the various Governors general of the provinces instructing them to resist any interference by foreigners in financial administration. "Shat Po."

TELEGRAMS.

TRADE COMMISSION.

A GRAVE ERROR.

[Service to the "Telegraph."] London, April 15, 3.50 p.m.

According to the "Daily Telegraph," the commission of India and the Crown Colonies from the scope of the Trade Commission was a grave error. It suggests that the participants should be approached telegraphically with a view to widening the field of inquiry.

Mr. Charles Roberts, M.P., has given notice of a blocking motion with calls attention to Unionist dissatisfaction with the terms of reference. Reuter.

AMERICAN ELECTIONS.

TAFT'S LEAD.

[Service to the "Telegraph."] London, April 15, 3.25 a.m.

Reuter's correspondent at Philadelphia states that in the primary elections in Pennsylvania Mr. Roosevelt decisively defeated Mr. Taft, securing the support of more than five-sixths of the delegates to the National Convention. Mr. Taft, however, has still a big lead in other States. Reuter.

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at Home,
and a way
to get
there that's
a holiday.

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MANCHURIA	27,000	Apr. 30	1 P.M.
MONGOLIA	27,000	May 20	"
KOREA	18,000	June 18	"

INTERMEDIATE.

China	10,200	Apr. 23	"
Nile	11,000	"	"

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FRED J. HALTON,
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Hongkong, 24th January, 1912. [110]

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EASTWARD.

The S.S. "FULTALA," 4,154 tons, Capt. H. Chidley, now loading, will be despatched for YOKOHAMA and KOBÉ on the 16th April, at Noon, taking Cargo and Passengers at current rate, to be followed by S.S. "FAZILKA," 4,154 tons, Captain W. H. Whittingham.

WESTWARD.

The S.S. "WARDHA" now loading will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 16th April, 1912, at noon, followed by the S.S. "MUTTRA" on 26th April, taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

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Hongkong, 18th April, 1912. [147]

Notices

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TIME TABLE.

Week Days.

7.00 a.m. to 8.00 a.m. Every 15 min.	10 min.
8.00 a.m. to 10.00 a.m. "	15 min.
10.00 a.m. to 11.00 a.m. "	15 min.
11.30 a.m. to 12.45 p.m. "	15 min.
12.45 p.m. to 1.15 p.m. "	10 min.
1.15 p.m. to 1.45 p.m. "	15 min.
1.45 p.m. to 2.15 p.m. "	10 min.
2.15 p.m. to 5.00 p.m. "	15 min.
5.00 p.m. to 8.10 p.m. "	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to

11.45 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. "

10 min.

11.45 a.m. to 12.00 noon "

15 min.

12.00 noon to 1.00 p.m. "

10 min.

1.00 p.m. to 5.00 p.m. "

15 min.

5.00 p.m. to 6.00 p.m. "

10 min.

6.00 p.m. to 7.00 p.m. "

15 min.

7.00 p.m. to 8.10 p.m. "

10 min.

NIGHT CARS as on West Day.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandria Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 3rd Nov. 1911.

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AND

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THE VICTORIA DISPENSARY.

Hongkong, 1st Feb., 1912. [129]

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Queen's Road. [129]

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No. 2, Mountain View, The Peak.

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Hongkong, 10th Apr. 1912. [200]

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Hongkong, 16th Dec. 1911. [65]

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The plan can be seen and all particulars obtained at the Offices of Messrs.

PALMER & TURNER, Alexandra Building, 3rd Floor.

Hongkong, 16th March, 1912. [220]

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LEGISLATIVE COUNCIL.

The Colony's Flag.

At the Legislative Council yesterday the Hon. Mr. H. E. Pollock, K.C., asked the following questions standing in his name:

With reference to the Matsched which is being put up on the lot of land to the West of the Hongkong Club, will the Honourable the Director of Public Works state:

(1.) Who is erecting the said matsched?

(2.) For what purpose the said matsched is being erected and subject to what terms and conditions?

(3.) For what reason the said matsched contains two stories?

(4.) Whether any rent is to be paid by anybody, and, if so, by whom for the use and occupation of the said matsched?

(5.) Whether it is intended that any, and, if so, how many coolies and/or workmen should be housed in the said matsched, and for what reason or reasons?

(6.) If the said matsched is being erected in connection with the carrying out of any Public Work, what is the nature of such Public Work, and what is the contract price for the completion of the same?

(7.) Why are bricks being piled up on the ground to the North of the said matsched?

The Replies.

The Director of Public Works replied as follows:

(1.) The shed is being erected by Kang On, contractor.

(2.) The matsched is being erected as a shelter for workmen who will be employed in dressing stone in connection with the contract for the erection of railings to enclose the areas to be laid out as gardens. The permit issued is for the period ending 30th instant. It will be renewed as required. The permit is for one large shed to be used as a shelter and three small sheds for office, kitchen and latrine purposes. The sides of the large shed towards Connaught Road and the Hongkong Club are to be close-boarded and the remaining sides are to be open. The only condition is that these sheds may not be used for habitation.

(3.) No permission has been given for the erection of a two-storied shed. Before these questions reached me the Contractor had been instructed to remove the superstructure intended for an upper storey.

(4.) No rent is to be paid.

(5.) No coolies or workmen will be allowed to live in the shed, but this does not apply to watchman.

(6.) The first part of this question has been answered above. Contract time 7 months from March, 4 1912. The amount of the contract is £11,286.25.

(7.) The bricks are for building kitchen and latrine for the workmen.

High Art at Wapping.

The Colonial Secretary moved the following resolution:—Resolved that the existing badge of the Colony is not only inartistic but is unsuitable for reproduction especially on flags, etc., and resolved therefore that the design is laid on the table, being both simpler and more artistic, to be substituted therefor on a date to be hereafter notified in the Government Gazette.

In doing so he pointed out that since the resolution was last discussed, a young lady resident in Hongkong had designed a badge consisting of a naval anchor and a Chinese grapple crossed underneath an imperrial crown. This was submitted to Sir F. Lugard and approved by him, and subsequently circulated among the members of the Executive and Legislative Councils, who decided by a vote of 8 to 6 to retain the old badge.

"I confess" said the speaker, "that this decision was a great surprise to me, and before accepting it as final I would like to give hon. members a short account of the origin of the existing badge as recorded in the archives of my department. It would appear that in the spring of 1860, the Crown Agents for the Colonies approached an oilman at Wapping with the request that he would design a badge for the Colonial flag of Hongkong. An economical bargain was driven and for a fee of some £3 the existing badge of the Colony was painted. It was then set in a blue ensign and sent out to Hongkong as the flag of the Colony. Local opinion was not consulted and it seems that the artistic feelings of the community received a rude shock when the new flag was first unfurled.

An Artistic Volte Face.

The Colonial Secretary then gave details of letters written by Sir Richard Graves MacDonald protesting that the design was unsuitable and pointed out that in 1870 a new design was approved consisting of a blue ensign with a white crown over the initial letters of the Colony, but for some reason the flag was never sent out to Hongkong.

In conclusion he remarked: "In 1869 the Governor, the Executive Council, the Community of Hongkong and the Secretary of State for the Colonies agreed in condemning the badge which had been foisted upon us willy nilly by the then Crown Agents. It is the case to-day that a complete volte face has taken place, and that the community has at last educated itself up to Wapping standards of fine art, then I have no more to say and I can only beg for leave to withdraw the resolution now standing in my name. But I find it hard to believe that this is so, for I am reluctant to think that it is only a minority in this Council to-day which agrees with the Council of 1869 in considering the existing badge 'decidedly obnoxious.' I do not at the moment press for the adoption of any particular new design, but I do press for an expression of opinion by this Council that the existing badge is extremely defective both in design and in execution and that a fresh and more suitable design should be substituted for it."

Lacking in Dignity.

The Hon. Mr. E. Osborne did not pretend to the artistic temperament of Wapping, but he thought that the present design was lacking in dignity.

The Hon. Mr. C. H. Ross agreed that the existing badge was inartistic, but it had the dignity of old age. He was of the opinion that a small improvement such as the addition of a pagoda or a junk with the Peak in the background would meet the case.

The Hon. Mr. Hewett agreed with the previous speaker and remarked that no proposal had been put forward which in any way compared with the old flag. His Excellency—I must say that I am not enamoured of the present badge of the Colony; it came out three months before I was born. It has, however, the merit of antiquity. The difficulty is that we cannot get any member to agree to anything else, and therefore I am afraid, we shall have to stick to it.

The Colonial Secretary—I beg leave to withdraw the resolution.

Miscellany.

The bill entitled "An ordinance for promoting the General Revision of the Law by repealing certain enactments which have ceased to be in force or have become unnecessary, by amending certain other enactments which stand in urgent need thereof, and by incorporating certain amending Ordinances in their respective principal Ordinances, and for repealing Ordinance No. 49 of 1911, and replacing it by a new Ordinance" passed its third reading.

The Ordinance to provide for the deportation of undesirable aliens was read a third time, as was also the Ordinance amending the law relating to Dangerous Goods, and the Ordinance prohibiting the importation and circulation of foreign copper and bronze coins.

The Ordinance to amend the Magistrates Ordinances was lost in Committee.

HERE AND THERE.

The King's New State Coach. The King's new State coach, a matchless piece of British workmanship, has been taken to Buckingham Palace. This is no rival of the massive gilded coach which appears on occasions of fullest State. It is lighter and less gorgeous. The body is dark in colour, but the panels are made splendid by the full Royal Arms. The frame is of British ash, and, from first to last, the coach took twelve months to build. It takes the place of one that was burned a year ago.

The Kaiser's Signature.

A Berlin graphologist has devoted his attention to the Kaiser's signature. To begin with, says the expert, there is a crochet, a sign of pertinacity, followed by a vertical dash, showing audacity, energy, regardless of any obstacle. Then there is an acute angle, a sign of firmness and aggressiveness. The first stroke of the "W" indicates a feeling of superiority over the rest of the universe. The termination of the Imperial "W" suggests that the Sovereign sometimes finds himself struggling with the multitude of his thoughts or the power of his instincts.

The other letters forming the signature show similar characteristics. The final "m" is indicative of great diplomacy, which to the analyst suggests subtlety. The letter also suggests the impossibility of the suppression of the "ego." The flourish which terminates the Imperial autograph shows a suppleness of spirit, a desire to be loved, also self-esteem. The two terminating points indicate defiance, and generally the characteristics are those of an extraordinary imagination.

Niagara Falls Treaty.

The treaty between Great Britain and the United States which has just come into operation, by which a strict limit is set to the amount of water the power companies operating at Niagara Falls may take from the Niagara River, has become essential to preserve the Falls from destruction.

Altogether some 48,000 cubic feet of water per second can be abstracted by the American and Canadian companies who have been granted franchise for power purposes, and the New York States Geologist recently stated that when the companies reached this maximum the water at the American side would be down to rock bottom.

"Then," said the expert, "the American Falls will be but a ghost of their former magnificence—a weakly, thin apron of water carried forward by the slenderest of impulses."

Celebrated European Surgeon.

Dr. A. Kocher, of Berno, Switzerland, who is now visiting London, is one of the most celebrated European surgeons. His father, Dr. Theodor Kocher, who is still living, is recognised throughout the world as the greatest of all operators on the throat and glands of the throat. Most of the modern operations on the throat have been invented by him. He possesses marvellous dexterity and is said to be the fastest operator in the world.

His speed in operating is a valuable asset, and in many cases delicate and extensive operations have to be performed without the administration of anaesthetics.

Only recently he removed a growth from the jugular vein of an English lady.

Dr. Kocher's life has been one of continual self-sacrifice in behalf of the indigent and suffering people of Switzerland, with the result that he is to-day a comparatively poor man. His fees have always been low, while in innumerable cases he has given advice free. Consequently, in order to make ends meet, he has had to work ten and twelve hours a day for many years. Yet, in spite of his personal need, he gave away in charity the whole of the Nobel prize for medicine which was awarded him a couple of years ago. A Swiss millionaire was so impressed by this generous act that he sent a donation of £8,000 to the hospital with which Dr. Kocher is connected.

Fireman's Novel Wedding.

At the wedding of a Leicester fireman, solemnised in the ruins of a half-burned church, the bridegroom was conveyed to the ceremony on a motor fire engine, and his comrades formed an arch of axes for the newly-married pair.

WOMEN'S WORLD

[Items of interest to women, notices of forthcoming and notes on recent social events, and kindred paragraphs will be cordially welcomed. The co-operation of our lady readers is asked in order to make this feature at once especially interesting and useful.]

HISTORY OF LACE.

A Modern Revival.

Lace has a charm for every woman, its beauty appeals to her and its rarity. It is a thing every body cannot have, and historic "pieces" are obtainable at fancy prices if of the genuine cut glass, a good specimen costing some hundreds of pounds, maybe. Mirrors, too, are in the fashion.

Some excellent examples of English lace have been preserved, and it had been stated by an authority that this English lace compares favourably with that made in any other country. Unfortunately, lace-making is an industry which has not flourished in England for centuries, although attempts have been made at different times to revive it. Lady Blessington, who owned a splendid collection, made a strong effort in this direction, with little success.

There is a movement on foot now for this purpose which is meeting with a fair measure of encouragement. One wishes it well, and trusts it will awaken enthusiasm for this branch of art. A hopeful augury is that many cultured women are finding lace-making a most fascinating hobby, and the woman of artistic ability, who can make her own designs, must experience keen joy as she manipulates her bobbins and sees her "thought" of beauty materializing in the fair linen thread.

Queen Bess's Lace.

There is one kind of lace that is seldom seen, and that is the fabric woven from gold and silver thread. This variety captured the fancy of Queen Elizabeth, who, as is well known, loved gorgeous apparel, and fittings.

It is recorded that Lady Pagot presented her Royal mistress with a New Year's gift of "a petticoat of cloth of gold studded black and white with a bone (bobbin) lace of gold and spangles." Lace made of human hair was also in use at this time.

It is claimed that the making of bobbin lace, which includes among others, Honiton, Valenciennes, Buckinghamshire, Italian point de Flandre and Duchesse, is most restful and soothing to the nerves; and of course, it affords great scope to the artistically inclined woman who can design, as this plays a most important part in lace-making. The bride, who was given away by Colonel Dyer, wore a charming gown of white chameuse trimmed with lace and pearls, over which hung a beautiful chifon veil with the conventional orange blossom. She carried a sheaf of lilies tied with silver and white ribbons. Captain Terrill performed the duties of best man. After the wedding the happy couple passed under an arch formed by the swords of the officers present. Subsequently a reception was held at No. 1, Knutsford Hotel, where the bride sliced the wedding cake with her husband's sword. Music was contributed by the band of the 25th Punjabis.

Lace-making is not trying to the eyes, and the outlay and expense are very little. An hour or two should be devoted to it each day, then the art is soon learnt. The intending lace-maker would do well to read some of the fascinating books which have been written on the subject.

Hand-made lace lends distinction to one's apparel, and once the art is mastered there are many new and beautiful pieces one can create, such as dainty negligee caps, collars with quaint lappets, flounces, berthes, dainty ruffles, handkerchiefs fit for Titania, and fascinating "tea" aprons, such as were the mode in the reign of Queen Anne.

That these aprons were elegant trifles is shown by the fact that it is chronicled that one of the Queen's ladies paid two hundred guineas for a beautiful specimen.

Art and the Home.

Among the wealthy and high-born, said London's most fashionable expert in old housecraft, "the craze for the beautiful is growing steadily, and I doubt if there ever was a time when the culture of the amateur reached so nearly to the high water mark of the connoisseur as it does to-day. I am not able to put my finger on any one cause and ascribe this spread of

knowledge to it. The advent of this discrimination of taste has been gradual but it is so general that country houses of England were never more attractive than at present.

English styles of the 18th century are the fashion. No Englishman or American with any pretensions to taste would have a "French period" house. The old English lacquered furniture of the William and Mary days is in the height of popularity; indeed so much is it in demand that old pieces are hard to come by and a new trade, or a revival of an old, the art of lacquering, has sprung up as a result.

The heavy glass chandeliers that were discarded some years ago when electric light threatened their supremacy are obtaining fancy prices if of the genuine cut glass, a good specimen costing some hundreds of pounds, maybe. Mirrors, too, are in the fashion.

No Society woman will tolerate a room minus a mirror. The black wall papers have died out in the Society houses. There was a craze for black rooms at one time, but it has gone down to the class below. The artistic will none of it. White walls and woodwork are also taboo. There is a desire for buff walls, and green walls and blue walls, but since every woman of taste has her own ideas on furniture, it is difficult to point to any colour being predominant, unless we mention a "Sunshine" shade, which is produced by a succession of coats of different tones of yellow, and gives a very bright result to the wall.

Hotels.

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Manager. [25]

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W. GALLAGHER, Manager. [25]

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EXCELLENT CUISINE AND GOOD SERVICE, RATES 6 YEN AND UP.

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H. HAYNES,

Manager.

Hongkong, 1st Feb., 1912. [25]

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The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 16, 1912.

THE QUESTION OF THE CAPITAL.

The trouble at Nanking, which was probably due as much to provincial jealousy between the troops as to any other cause, appears to be over. Sharp while it lasted, the revolt was suppressed with firmness and courage. It is not at all unlikely, however, that the recent disturbance will be employed as an argument against the city when the National Assembly proceeds to discuss the choice of a new Capital. It seems to be taken for granted by now that only two cities, Peking and Nanking, are likely to be considered. A month or two ago, when the Revolution became certain of ultimate success, Shanghai, Tientsin and Wuchang were also named as offering advantages. Peking was hardly considered; the great wish of the Republicans, indeed, was to have the Capital removed from there.

Feeling is strong in the North however, in favour of retaining the old Capital, and, with Southern support turning all towards Nanking, the choice has been narrowed down. It is easy to understand Southern dislike for Peking and its unhappy associations, and it will be a difficult matter to overcome it, if that should be proposed. Southerners will not readily reconcile themselves to the thought of housing the new government, for which they fought and on which they base high hopes, in the Manchu capital of hated memory. Equally, the Northerners cannot be expected willingly to see Peking shorn of the last shred of its glory and the seat of Government transferred to the ancient Chinese Capital on the Yangtze the fame of which, under the Ming Dynasty, Southerners wish to see restored.

The National Assembly, therefore, is faced with a difficult question which it must tackle boldly and fearlessly. Whatever the decision, there will be dissatisfaction, perhaps even active trouble. The Assembly must be prepared for that. It is necessary for China quickly to secure a strong government and to have it properly and finally housed. Because of this strong need for decisive action it seems not at all unlikely that choice will fall upon Peking. Sentiment may have to go before the needs of the moment. The transfer of the Government to Nanking would mean delay in its establishment, and there has been sufficient delay as it is.

There can be little doubt how the sympathies of foreigners in the South lie with regard to the question of a Capital. They are all, or nearly all, for its removal from Peking as being too far North to be a city from which China can easily be governed. But they recognise also that, for the present, Peking presents certain claims which are denied to Nanking. The longer the establishment of a stable government is delayed, the more difficult will become its task. Why, therefore, not compromise in the best interests of China? Assuming Nanking to be the more widely favoured would it not meet the needs of the case to avoid the disturbance of a transfer now, to fix upon Peking temporarily as the seat of Government, and later, when order is everywhere restored and the machinery of Government is working smoothly, to make the change with fitting pomp and ceremony?

DAY BY DAY.

Pride hides our own faults, and magnifies the faults of others.

To-day's Paper.

Telegrams dealing with an accident to the *Titanic* appear on pages 1 and 5 on page 1 also will be found cables reporting an interesting Home Rule debate. On page 4 appears an account of the wedding of the Honourable Mr. Cecil Clementi to Miss Penelope Eyres. Affairs of the Turf are dealt with on page 8.

Two more dead bodies have been found by the police in different part of the Colony.

Six cottages have been sold at Stalybridge for £20, which works out at the remarkably low figure of £3 0s. 8d. per cottage.

Dr. R. P. Tenney, formerly Chinese Secretary to the American Legation in Peking, has taken the charge of the Consulate in Nanking.

At the Legislative Council yesterday the Director of Public Works laid on the table a diagrammatic return showing the amount of stone deposited in the formation of the Mongkoktsui breakwater up to Dec. 31, 1911. The height of the stone barrier above the foundation is now eight feet and out of the full quantity required 23.1-2 per cent. has already been deposited.

"The Gondoliers."

Preparations are now on foot for presenting the "Gondoliers" at Canton on April 27. It is hoped, if the number of members of the A.D.C. who can get away is large enough to go to Canton on the evening of the 20th inst. and return on the 28th.

"Friends' Meet.

Whilst sauntering round the town a Chinese came across a camera he had lost, valued at \$120, exhibited for sale in a shop window. He informed the police, and at the Magistracy this morning the shop keeper was charged with unlawful possession. The latter explained that he had purchased it from a Chinese.

The case was dismissed, the bench ordering the camera to be returned to the owner.

"Score of Gamblers."

Twenty men appeared before Mr. Irving this morning charged with gambling in a house kept for the purpose. One man was fined \$50, or six months' for keeping the house and the others were fined \$5 or fourteen days.

\$100 Fine.

At the Magistracy this morning a Chinese shopkeeper was fined \$100 or in the alternative three months' imprisonment with hard labour for selling opium in his shop in Queen's Road West, yesterday.

"Snatcher Smartly Sentenced."

Mr. Davies, Manager of the Seamen's Institute, arrested a man yesterday, who had snatched a gold hairpin from a Chinese woman. At the Magistracy this morning the man was sentenced to six months' hard labour, twenty-four strokes of the birch and four hours' stocks.

Gaol and Stocks.

Three months' hard labour and four hours stocks was the sentence passed by Mr. Irving, at the Magistracy this morning on a man charged with stealing a purse from a woman. A confederate was sentenced to six weeks' hard labour and four hours' stock.

No Excuse.

Two Chinese were charged at the Magistracy this morning with entering the premises owned by Mr. A. H. Silva, Kowloon, last night, without permission. One man said his uncle was employed there as a coolie, and the other said his brother was cook for Mr. Silva.

The Magistrate said that was no excuse and fined one man \$2 and the other \$1.

Twice Returned from

Banishment.

"Twelve months' hard labour and four hours stocks," said Mr. Irving to a man charged at the Magistracy this morning with returning from banishment.

From the evidence it appeared that prisoner had twice returned after a banishment order had been made.

A smoking concert will be held in the rooms of the Institution of Engineers and Shipbuilders of Hongkong, King's Buildings, on Saturday, April 20.

Messrs. Showan Tomes, agents for the Yangtze Insurance Co. have informed us that at a general meeting of the directors, held in Shanghai yesterday, a dividend of 25% for the year was recommended.

For unlawfully failing to license his coolie boat, plying in Victoria Harbour, Chan Shing was fined \$10 at the Marine Court this morning, while a boatwoman, charged with a similar offence in connection with a boat which she averred she had purchased only the day previous, was fined \$1.

The following resolution will be proposed at an extraordinary general meeting of the Hongkong Cotton Spinning Weaving and Dyeing Co. Ltd. on April 30:—That the general managers be authorised to sell 10,000 spindles belonging to the company with their accompanying equipment to Messrs. Jardine, Matheson & Co., Ltd. in Shanghai.

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TELEGRAMS.

LARGEST LINER.

TITANIC SINKS.

[Service to the "Telegraph."]

Bombay, April 16, 10.20 a.m.
Reuter's correspondent at New York states that the Titanic sank at 2.20 yesterday morning. No lives were lost.

LIVES REPORTED LOST.
A later message states that many lives were lost.—Reuter.

A FLOATING PALACE.

Concerning the Titanic.

In view of the accident to the Titanic, reported in a telegram, it is interesting to read this from a Home paper:

The new White Star steamer, Titanic, of 45,000 tons, the largest vessel in the world, sailed on her first voyage from Southampton to New York on Wednesday, April 10. So popular has the Louis XVI. restaurant proved on her sister ship Olympic that in the case of the Titanic this apartment has been enlarged, and adjacent is a special reception room for the use of passengers taking meals in the restaurant. The dock on one side of the restaurant is connected with it so as to form a sort of balcony for those who prefer to have their meals in the open air. The Titanic also contains special suites of rooms consisting of bedrooms, sitting-room, bathroom, and servants' room, and these will have their own private deck promenade shut off from the rest of the ship, and not overlooked by other passengers.

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, April 15.

A merchant has suggested to the Governor-General a means of increasing the revenue of the Colony, by placing a duty of 20 cents on each jar of spirit consumed. It is estimated that this would increase the annual receipts from the customs by \$4,320,000, bringing the total up to \$10,000,000. The merchant thinks that this course would be preferable to allowing any one to have a monopoly. The scheme is being considered by the Governor-General.

Yesterday a meeting of the members of the Seventy-two Merchants' Guild was held to consider the feasibility of asking the Central Government to retain the services of General Lung Chai-kwong who has expressed his intention of retiring from Canton. They also decided to ask the Central Government not to take any notice of the complaint laid against the action of the Governor-General, by the Provincial Council, regarding the death sentence carried out in the case of the Chinese editor. After the meeting communications were despatched to President Yuan asking him to retain General Lung Chai-kwong and Chan Kwong-ming at Canton as the preservation of peace in the city was dependent upon their presence. It also sent a telegram supporting the sentence on the editor who was lately executed for sedition.

Wong Chung-wai, Minister for Justice, is expected to arrive in Canton from Nanking to-day, and a reception in his honour will be held which will be followed by a dinner.

Wong Hing in a communication sent to the Canton Government denies the outbreak of mutiny in Nanking. All that happened was that the local ruffians taking advantage of an outbreak of fire looted many houses and a large body of soldiers had to be called out to quell the disturbance.

DANGER OF PROCRASTINATION.

Li Yuan-hung Appeals to Yuan to Act.

In one of the most interesting documents which have appeared since China's troubles began last fall, Li Yuan-hung, Vice-president of the provisional government, has told Yuan Shih-kai just what he thinks of the present situation in China. He is most outspoken in his views and there is little of the reserve and subterfuge which usually characterize communications from Chinese officials to the head of the state.

The communication was a telegram sent in March; before, it must be remembered in reading it, the appointment of the cabinet. At that time Li Yuan-hung, whom foreigners in Peking are beginning to think of as one who may yet save the situation, was decidedly gloomy and he sets forth five reasons for grief which describe conditions then existing, and still existing in part, in a manner most graphic and convincing. A notable feature of the telegram is his extreme fear of foreign intervention and control, says the "China Press."

An Empty Title.

In the course of the telegram Li says:

Some time ago when the question of the location of the capital was in dispute I sent a telegram frankly stating my views and fortunately it was favourably received.

You have now, Mr. President, been in office more than ten days and the Cabinet Ministers are still unchosen. But there must first be a government before there can be a state and there must be cabinet ministers before there can be a government. If the President has an empty title and the various departments of the government are without qualified heads, such a government is like a five months' foetus half-developed, without teeth or bones and is not better than no government.

At present trivial matters are allowed to outweigh the more important; life and death hang by a thread, but though the situation calls for haste, there is fear that we may be too late. During the past ten days we have not been equal to the old regime. One mistake is more than enough; dare we risk further blundering?

Sticks to Original Purpose.

"I am a sick man, but I am still alive, and I have not abandoned my original purpose, but I view the present situation with alarm. I cannot consent to see our great country perish through any fault of mine but set forth the dangers which I see."

"In ancient times King Chuang of Ch'u, instructing his people said: 'Calamity is at hand,' but Tou Lien said to Ch'u: 'Victory or defeat depends upon working in harmony.' How much more dangerous is the present situation."

"I have heard that the Manchus and Mongols are earnestly supporting the general interest and are willing to send representatives to the national convention, showing great wisdom and patriotism, which we all deeply appreciate. But if we Chinese, on the contrary, dilly-dally, how can we save the living, or show ourselves worthy of the martyred dead? Let us, I implore, work together in close harmony, adopt a liberal policy, and thus enable the Republic to be quickly established."

Only by attention to the important principles can government be successful, and whether you are to deserve the credit of success, or be responsible for the failure, the present moment must decide.

"If our country secures permanent peace and recovers its prestige you will be the idol of popular worship.

"It may be that my words are foolish and that I deserve punishment for them. If so I am willing to die. I write this with falling tears and know not what I say."

(Signed) "Li Yuan-hung,"

H.M.S. AJAX.

The Latest Huge Battleship.

Less than two years have elapsed since the last huge battleship the Colossus was launched at Greenock, and a week or two ago, the builders of that magnificent fighting machine, Scott's Shipbuilding and Engineering Company, Ltd., put into the water another and larger addition to the British Navy. This was H.M.S. Ajax.

The Ajax construction has not, as in the case of her predecessor, been a record for a private yard, but when the serious labour troubles of the past eighteen months are taken into account, it will be admitted that the launch of the ship in just over a year from the date of her commencement is an creditable feat, particularly as she is about 2,000 tons heavier than the Colossus and of greater size in every way.

An actual comparison may be of interest as showing the growth of naval construction and the development of the Dreadnought type of battleship within the short space of two years. The Colossus is 515 feet in length, whereas the Ajax is 555 feet. The newer vessel has a breadth of 89 feet 6 ins., which is an increase of 2 ft. 6 ins., and the draught is one more, namely, 27 ft. 6 ins. While the Colossus has a displacement of 21,000 tons, that of the Ajax will be slightly over 23,000 tons.

The Dreadnought type of battleships have all a designed speed of 21 knots, but while in the case of the Colossus the engines develop only 25,000 horse power, those of the Ajax will require to be no less than 31,000 shaft h.p. The propelling machinery will consist of Parsons' turbines arranged for four screws

In every other way the warship to be launched this week is an advance on the former Greenock Dreadnought. This is notable in the case of the armament. Instead of ten 12-inch guns, she will have ten 13.5-inch guns, which will enable her to fire a broadside of 12,500 lbs., compared with 8,500 lbs. for the Colossus, and 6,800 lbs. for the original Dreadnought. Her guns will be installed in pairs in turrets on the middle line of the ship. This enables her, as in the Colossus to use all her 13.5-inch guns on either beam. The wing turrets are abandoned, as it is thought, that they restrict the arc of training the guns in the other turrets. In the Ajax class of vessels the arc of training is so wide that the whole of the guns may be turned round and fired on either broadside, and in almost any position, at an angle, ahead, or astern. Each of these 13.5-inch guns weighs over 87 tons unmounted. The midship turrets, it may be pointed out, are superimposed, as are to fire over the forward and after turrets.

In the anti-torpedo boat armament, the provision is the same as in the Colossus—sixteen 4-inch guns. They are of an improved pattern, however, each being capable of firing a projectile of 31 lbs. They have also greater rapidity—15 rounds each per minute. They seem, too, to be better protected, being in single-tier armoured batteries, and disposed so as to give the best possible protection against torpedo attack.

In the matter of armour plating, the Ajax is the very latest word. The side armour consists of 12 inches of hardened nickel steel, and it extends for nearly two-thirds of the vessel's length, thus covering her vital parts. In the Colossus the armour plating is 12 inches thick. Forward and aft of the more heavily-protected part of the battleship, the armour, tapering from a thickness of six inches, extends to the stem and the stern. The 12-inch armour is, however, not over the entire centre hull of the ship, but is 12 inches only in the lower parts. From the upper edge of the main belt, the secondary wall of armour, rising to the sheer line, is nine inches thick.

It is stated that the 12-inch armour of the Ajax is impervious to the projectiles of the heaviest naval gun yet designed, at over five miles' range.

(Signed) "Li Yuan-hung,"

YACHTING.

R. H. Y. C.

On Saturday last the Royal Hongkong Yacht Club held their twelfth and last Club race for the championships. Fine weather prevailed, with a nice breeze from the south-east.

Handicap Class

There were three events on the card, commencing with a race for the Handicap Class, starting at 2.30 p.m. over a course of 8.1-2 miles—Channel Rocks (port), Kowloon Rock (port), Mark bout on starting line (port), Channel Rocks (port), Kowloon Rock (port). The starters were Dione, Iris, Rolla, Dorothea, Colleen and Kathleen. Rolla crossed the line first, followed by Dorothea, Dione, Colleen, Iris and Kathleen.

In the beat to Channel Rocks, Dione obtained the lead and rounded first, followed by Rolla with Iris close up. On passing the mark bout the times were:—Dione, 3.13.35; Rolla, 3.14.03; Iris, 3.14.20; Colleen, 3.15.55; Dorothea, 3.16.00; and Kathleen 3.17.47. Dorothea, rounded, fouled the mark and retired. Those positions were maintained throughout the second round. Finishing times:

Finish, H. M. S.

Dione 3.13.35 32

Rolla 3.14.03 07

Iris 3.14.20 19

Colleen 3.15.55 59

Kathleen 3.17.47 12

Corrected times, H. M. S.

Rolla 3.14.00 00

Colleen 3.15.50 52

Dione 3.13.37 32

Iris 3.14.19 10

Kathleen 3.17.50 12

One Design Class.

The second race was for the One Design Class, and the starters at 2.40 p.m. were Bonito, Ailsa, Daphne, Alannah and Halycon. The course was one of 8 miles:—Channel Rocks (port), Cust Rocks (star), Cust Rocks (Buoy) (port), Meyer's East Buoy (port). Bonito was first away, closely followed by Ailsa, Halycon, Daphne and Alannah in the order named. Bonito kept the lead throughout, Ailsa always being in close attendance. Halycon and Alannah had a keen duel at the finish for third place, but the former kept the lead and won by 4 secs. Finishing times:

H. M. S.

Bonito 4.29.29

Ailsa 4.30.04

Halycon 4.33.38

Alannah 4.33.40

Daphne 4.34.40

Dinghy Class.

In the Dinghy Class the only

competitors were Joan and Sprito.

They started at 3 p.m. over a

three-mile course:—Channel

Rocks (port). Joan led at the

start, and, keeping in front, ult-

imately won by 20 mins. Times:

H. M. S.

Joan 4.19.00

Sprito 4.39.00

STEAMER OFFICERS HOURS.

The following information

which is an extract from an offi-

cer's log book, has been forward-

ed to the Imperial Merchant Ser-

vice Guild with the request that

publicity be given to same in

order to show the number of hours

on duty performed by the offi-

cers of a 5,000 tons steamer. The

officer in question only carries two

Officers, and this explains in a

great measure the inadequate

amount of rest obtained by each

Officer, which is scarcely suffi-

cient to render him physically fit to

perform his duties and give the

necessary attention to the safe

navigation of the vessel and, in-

identally, to the safety of life on

board, as the following extract

demonstrates:

Chief Officer. Hours on duty

Saturday, December 2, left

Venice 8 a.m. for Salina, on

duty 18 hours; Sunday, 3rd

December, at sea on duty 12

hours; 4th, at sea on duty

20 hours; 5th, at sea, on

duty 18 hours; 6th, 18 hours;

Total hours on duty 144. Hours

on duty—December 2nd 8 hours;

Sunday 3rd 12 hours; 4th 4 hours;

5th 8 hours; 7th 8 hours; 8th 4

hours; 9th 8 hours; Total hours

of duty 48.

Second Officer. Hours on duty

December 2nd 18 hours; 3rd

12 hours; 4th 18 hours; 5th 20

hours; 6th 18 hours; 7th 20

hours; 8th 18 hours; 9th 20

hours; Total number of hours

on duty 144. Hours of duty

December 2nd 8 hours; 3rd

12 hours; 4th 6 hours; 5th 4

hours;

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ... Sat., April 20 "E. of Ireland" ... Fri., May 17.
"E. of Japan" ... May 11 "Allan Line" ... June 7.
"Monteagle" ... June 1 "E. of Britain" ... June 28

All steamers leave Hongkong at 6 p.m.

To Victoria, H.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, H.C., and returning via Hongkong.

Passenger booked to all the principal points in Canada, the United States and Europe, also around the world.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. Craddock, General Traffic Agent, Corner Podder Street and Praya (Opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI ... HANGSANG ... Thursday, 18th April, Noon.

CHINWANTAO ... ONSANG ... Saturday, 21st April, Noon.

SANDAKAN ... MAUSANGI ... Saturday, 20th April, Noon.

MANILA ... YUENSANG ... Saturday, 20th April, 2 p.m.

SINGAPORE, PENANG } NAMSANG ... Monday, 22nd April, Noon.

SHANGHAI, KOBE & CALICUTTA ... KUTSANG ... Tuesday, 23rd April, Noon.

MOJI ... LOONGSANG ... Saturday, 27th April, 2 p.m.

For RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kut-ang," "Namsang," and "Fooksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tsinan, via Chingwanwan.

Taking Cargo on Through Bills of Lading to Kudat, Labad, Datu, Simporne, Tawau, Usikan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

Hongkong, 16th April, 1912.

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"SHIRE" LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

For STEAMERS DATE OF DEPARTURE.

LONDON ROTTERDAM } FLINTSHIRE ... About 15th May.

& ANTWERP ...

SHANGHAI, KOBE & MONMOUTHSHIRE ... 1st June.

YOKOHAMA ... 15th June.

LONDON & ANTWERP ... DENBIGHSHIRE ... 15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 10th April, 1912.

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HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG

TUESDAY, 16TH APRIL.

10.00 p.m. "KINSHAN" 6.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf, Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21ST APRIL.

The Company's Steamship,

"SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Sat., at 4.30 p.m.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days.

Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSION (FIRST FLOOR), Opposite the Blake Pier.

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Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations Steamer Sailing Dates

MARSEILLE, LONDON & ANTWERP via SINGAPORE "ATSUTA MARU" Capt. J. Nagai, T. 9,000 WEDNESDAY, 24th April, Daylight.

PEKING "HITACHI MARU" Capt. T. Yamawaki, T. 7,000 WEDNESDAY, 8th May, at Daylight

& PORT SAID ...

FAR EASTERN NAVAL SQUADRONS.

BRITISH.						
Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowdies	Hongkong
Astrea	2nd class cruiser	4,300	10	7,000	Captain E. B. Kiddie	Shanghai
Atlas	Admiralty tug	615	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang
Bitomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. L. Lines	Hankow
Cambrian	2nd class cruiser	4,300	10	7,000	Capt. J. E. Drummond	Hongkong
Cherub	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Clio	British sloop	1,970	—	1,400	Comdr. H. R. Veale	Canton
Fame	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M. V. O.	Shanghai
Handy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwanta
Kinsha	River gunboat	610	—	1,200	Lt.-Com. H. Marryatt	Hankow
Merlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco	Hongkong
Minotaur	Armoured cruiser	14,600	—	27,000	Capt. G. C. Chayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M. V. O.	Hongkong
Moorhouse	River gunboat	180	2	800	Lt.-Comdr. G. P. Leath	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D. S. O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtse
Otter	Torpedo-boat	385	6	6,300	Capt. Lamb	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtse
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	590	8	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtse
Taku	Torpedo-boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	1,050	6	—	Comdr. Eyre	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungking
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Usk	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Bluet	Shanghai
Virago	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	626	—	450	Lt.-Com. E. L. Hancock	Hongkong
Welland	T.B.D.	590	—	57,00	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	360	5	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtse
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow
Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., O.M.G.						
Submarines:—						
No. 36.	Lieut.-Comdr. Goffrey Herbert	—	—	—	—	—
No. 37.	Lieut.-Comdr. A. A. L. Fenner	—	—	—	—	—
No. 38.	Lieut.-Comdr. J. R. A. Codrington	—	—	—	—	—
T.B. 035.	Lieut.-Comdr. Woodward	—	—	—	West River	—
T.B. 036.	Lieut.-Comdr. Davies	—	—	—	West River	—
T.B. 037.	Lieut.-Comdr. Nicol	—	—	—	West River	—
T.B. 038.	Lieut.-Comdr. Seymour	—	—	—	West River	—
AMERICAN.						
Adder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,420	17	7,000	Com. C. S. Williams	Yokohama
Bainbridge	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root	Manila
Barry	Torpedo-boat destroyer	420	7	8,000	En. Robt. W. Cabaniss	Manila
Callao	Gunboat	243	8	250	Ensign Stuard W. Cade	Canton
Chauncy	Torpedo-boat destroyer	420	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher	Manila
Decatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt.-Com. W. D. Brotherton	Yangtse
Helena	Gunboat	1,397	18	1,800	Com. R. O. Butler	Cavite
Jurons	Gunboat	170	5	—	Lieut. J. W. Schoonfeld	—
Mindoro	Gunboat	—	—	—	Lieut. C. A. Woodruff	—
Moecasin	Submarine	—	—	—	Ensign E. D. Whorter	Manila
Mohican	Station ship	1,900	—	5,244	Ensign Robt. V. Lowe	Cavite
Monadnock	Monitor	4,084	4	5,200	Com. H. A. Bisbham	Cavite
New Orleans	Cruiser	3,430	25	—	Com. William G. Miller	Yokohama
Pampanga	Gunboat	243	8	—	Lieut. George C. Pegram	Cavite
Porpoise	Submarine	—	—	—	Ensign L. C. Van der Carr	Manila
Quiro	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Rainbow	Cruiser	6,200	14	—	Lt.-Comdr. A. N. Mitchell	Manila
Samar	Gunboat	242	8	250	Ensign N. H. Goss	Yangtse
Saratoga	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne	Yokohama
Shark	Submarine	—	—	—	Ensign Hadry M. Jensen	Manila
Villalobos	Gunboat	370	9	500	Lieut. W. L. Friedell	Yangtse
Wilmington	Gunboat	1,397	20	1,894	Comdr. W. A. Edgar	Hongkong
Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.						
GERMAN.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain v. Ussler	Tingtau
Iltis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselow	Tingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtse
Scharnhorst	Flagship	11,000	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lieut. Berrenborg	Tingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tingtau
Tiger	Gunboat	900	10	1,350	Gmdr. Lupper	Tingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lieut. Erhr. Fricke	Canton
Vaterland	River gunboat	223	4	600	Oblt. z. S. Prinz	Shanghai
FRENCH.						
Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong
Kleber	1st-Class cruiser	9,700	12	19,600	Lieut. de Linaires	Saigon
Decidée	Gunboat	845	10	1,000	Lieut. d'Estienne	Saigon
Argus	River gunboat	180	6	370	Lieut. Biscail	Canton
Vigilante	Gunboat	123	7	500	Lieut. Puech	Tongku
Pelhi	Gunboat	130	—	—	Lieut. Combet	Saigon
Esturgeon	Submarine	—	—	—	Lieut. Marrs	Saigon
Lynx	Submarine	—	—	—	Lieut. Morris	Saigon
Perle	Submarine	500	—	—	—	Saigon
Proteo	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	4,700	Lieut. Soriot	Saigon
Fronde	Destroyer	350	7	303	—	Saigon
d'Ibrville	Destroyer	—	—	—	—	Saigon
Takou	Destroyer	250	9	—	—	Reserve
Pistole	Destroyer	130	7	300	Comdr. Mortenol	Hongay
Mosquit	Destroyer	307	6	300	Lt. de le R. Kerandson	Hongay
Vauban	Torpedo-depot	—	—	—	Lieut. Bihel	Saigon
Veteran	Torpedo-depot	—	—	—	Cap. St. Jules	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Ragot de Touche	China Station
Flagship of Rear-Admiral G. H. de Kerillis, Commander-in-Chief, the French China Station.						
Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.						

COMMERCIAL.

Notices.

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

King's Buildings.

Messrs. Lamko and Roggo, writing on April 13, state:—The freight market has not undergone any material change during the past fortnight, and the amount of chartering transacted is on about the same scale as last reported. Business as far as Southern rice ports is concerned was dragging early in the fortnight on account of the scanty supplies coming in. However, arrivals of paddy seem to be more plentiful lately judging by the inquiries for prompt tonnage Saigon-Hongkong and to Philippines, and consequent fixtures effected, and it goes without saying that more chartering business would have resulted had it not been for the limited available supply of prompt boats. The North reports that trade there is fairly brisk, and owing to liners being well employed on their regular run and meeting with little opposition from "outsiders," rates are firm showing an upward tendency.

SAIGON-HONGKONG:—Outside of regular boats some fixtures were put through at 15 cents and though 16 cents is offering for medium-sized vessels, no further tonnage could be obtained for prompt loading. Exports during this season amount to total 86,697 tons as compared with 169,555 tons same period of last year. Quotation stands for April-May shipment \$5.83 per picul f.o.b. against \$5.15 same time last year.

SAIGON-PHILIPPINES:—No chartering business seems to have resulted locally from inquiries put on our market. Just at the time of writing we hear of a steamer having been fixed in Manila at 25 cents per picul. It is expected that a good deal of tonnage will be wanted in this direction during this month.

SAIGON-JAPAN:—During February-March 10,000 tons were shipped all in Japanese bottom.

BANGKOK-HONGKONG:—Liners have not sufficient employment on the regular run. This year's crop is practically a failure. Last year's crop was also very poor when the rice mills had to stop work after 5 months and the general opinion is that the greater part of Chinese mills will be compelled to shut down after May.

HONGKONG-MANILA:—The Standard Oil Co.'s warehouse in Pandacan being totally destroyed by a fire, the Norwegian s.s. Chidhar was chartered for 2 consecutive trips to carry kerosene oil hence to Manila.

TROOPS:—The Chinese-owned s.s. Telomachus has been taken up to carry troops from Canton to Swatow.

NEWHWANG-CANTON:—A few fixtures were put through on basis of last rates paid.

TIMECHARTERS:—Coal tonnage for trips from Japan being difficult to procure, consumers have taken up on timecharter the s.s. Germania 6-6 months intended to trade Japan-Manila, and s.s. Rajah 7 months for coal trade Japan-Chinese ports; s.s. Paklat was secured for a round trip Hongkong-Mauritius-Hongkong on timecharter basis.

COAL FREIGHTS FROM JAPAN:—Great difficulty is still being experienced in obtaining tonnage. Only a few settlements have come to pass as follows:—Moj-Hongkong \$2.40, Karatzu-Hongkong \$2.40, Wakamatsu-Swatow \$2.65, Tsingtau-Hongkong \$2.50, and Karatzu-Manila, rate not reported.

Japan and China Trade.

The influence of Japan on China trade has been growing very fast, in spite of Japan's failure to get control of the China Merchants' Steam Navigation Company, and the Han-yeh-ping works. We know of a number of enterprises that have failed under foreign and Chinese management and are now prospering under Japanese management, and at present practically all the big mills that were formerly under Chinese control are now under Japanese control, either wholly or partly.

To Sail.

REGULAR STEAMSHIP SERVICE

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

(With liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope).

S. "MONTRUSS" (23rd April).

For freight and further information, apply to

DODWELE & CO., LTD.

Agents.

Hongkong, 10th April 1912. [283]

NOTICE.

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held on SATURDAY, April 20th, at 7.15 p.m. in the HONGKONG HOTEL.

Members intending to be present should notify the undersigned, giving number of guests they intend to invite.

A. HAMILTON, Hon. Secretary.

SA YINGPIN SCHOOL.

Hongkong, 12th April, 1912. [290]

HONGKONG JOCKEY CLUB.

NOTICE.

THE H.A. F-YEARLY MEETING

of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Offices of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH, Clerk of the Court.

Hongkong, 13th April, 1912. [301]

Consignees

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignee's risk and expense.

Cargo remaining on board after 4 p.m. of the 17th instant, will be landed at consignee's risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their goods from alongside, at such cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 16th April, 1912. [305]

"GEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENARTY,"

FROM LEITH, MIDDLESBROUGH, LONDON & STRAITS.

CONSIGNEES.

Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 24th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th April, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 12th April, 1912. [300]

NOTICE

to Shareholders.

NOTICE is hereby given that the Forty-Sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 3rd April, 1912. [290]

UNION INSURANCE SOCIETY OF CANTON, LTD.

Notice to Shareholders.

NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 9th Oct., 1911. [2]

NOTICE

to Shareholders.

NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 9th Oct., 1911. [2]

NOTICE

to Shareholders.

NOTICE is hereby given that the Transfer Books of the Company will be closed from the 4th to 10th April, 1912, both days inclusive.

By Order of the Board,

LOWE, BINGHAM & MATTHEWS,

Agents.

Hongkong, 4th April, 1912. [291]

NOTICE

to Shareholders.

NOTICE is hereby given that the Transfer Books of the Company will be closed from the 4th to 10th April, 1912, both days inclusive.

By Order of the Board,

LOWE, BINGHAM & MATTHEWS,

Agents.

Hongkong, 4th April, 1912. [291]

NOTICE

to Shareholders.

NOTICE is hereby given that the Transfer Books of the Company will be closed from the 4th to 10th April, 1912, both days inclusive.

By Order of the Board,

LOWE, BINGHAM & MATTHEWS,

Agents.

Hongkong, 4th April, 1912. [291]

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LOWE, BINGHAM & MATTHEWS,

Agents.

SPORT.

AFFAIRS OF THE TURF.

Poor Racing Over the Sticks.

On all hands it is admitted that the season under National Hunt Rules has been exceptionally dreary, uninteresting, and unprofitable. There is something radically wrong with steeplechasing in this country, and it would be just as well if the authorities were to resort to drastic steps to discover the cause of the malady.

A writer in an Australian paper, who has read of the dissatisfaction which prevails here with regard to cross-country sport, wonders why we do not try racing on the flat all the year round. He admits that it would be unwise to require the better class horses to remain continuously in hard training, but thinks that the third and fourth raters might be exploited with impunity. There are two strong objections to this proposal. One is that racing benefits very materially from the four months' holiday during the winter; the other is that it would practically be impossible to decide which horses should, and which should not, be allowed to race between November and March.

To Effect an Improvement.

If ever the period over which racing season extends is altered, the change is more likely to be in the direction of curtailment than of extension. A closing down a fortnight earlier than is now enjoined by the rules would probably meet with a large measure of approval, because November is not an ideal month in which to go a-racing. And, then, it is quite certain that nobody is anxious for a return to the plan of opening the season in February. Of course, in Australia, the conditions are altogether different, and what is practicable in that well-favoured climate is not necessarily acceptable and suitable here. I have merely referred, says a writer in a Home paper, to the Commonwealth journalist's suggestion in order to show that sportsmen in other parts of the world have seen our "signals of distress." We shall have to work out our own salvation, and the sooner we set about the business the better. Again and again I have urged a concentration of effort as a means whereby an improvement can be brought about. Each succeeding year it becomes more and more apparent that there are far too many meetings. Until the list of fixtures is greatly reduced in bulk the sport is likely to drag along in spiritless fashion. I should say that the National Hunt Committee will find the managers of meeting very willing indeed to co-operate with them in a move of this sort.

The "Sceptre" of Australia.

Attention has been drawn to the fact that the celebrated Australian mare Wakeful is to be offered for sale by auction at Sydney next month. Her appearance in the ring will arouse tremendous interest throughout Australasia, for during the time she was racing she acquired a reputation and a popularity which almost equalled those enjoyed by "Old Jack," otherwise Carbine.

Wakeful's career can always be cited in support of the argument that most, if not all, of our horses would be benefited if they were allowed to develop their powers. The famous daughter of Trenton was four years old when she made her first appearance at a racecourse. I do not remember to have seen an explanation of the indulgence permitted her as a two and three years old. Be the cause what it might, the result certainly justified the unusual course that was pursued, because during the three seasons she was in training Wakeful won stakes to the value of over £16,000. She was successful over distances ranging from a mile to three miles.

When a five-year-old mare she accomplished a feat that entitles her to rank with the greatest of equine heroes and heroines. At the A. J. C. Autumn Meeting at Sydney she won four races in four successive days. The first day she won over a mile and a half; the next day she carried off the Sydney Cup, run over two miles, with a fat 7lb. in the saddle.

beating nineteen opponents in the then record time of 3min. 28sec., and gave 33lb. to the second horse, also a five-year-old; the third day she won a mile race, and the fourth day was successful in a three-mile contest.

Wakeful has also shaped well on a broad road. Her second produce, a colt named Blairgour, by Walfice, was a good winner last year. She is to be accompanied in the sale ring by a colt foal by Mulster, one of Australia's champion sires. But for the doubt as to whether she would become acclimatised, one might almost venture to hope some English breeder would bring her to this country. Experience has, however, shown that mares over ten years of age very rarely settle down in a new climate. Even the change from England to Germany or France seems to have a fatal influence on their constitutions.

The Chester Cup.

The entries for the Chester Cup, thirty-five in number, are not entirely satisfactory, for the majority of the animals engaged are decidedly moderate. A few of the names are, however, inspiring. Among them are Elizabotta, who won the Cup in 1910, and Accurate, who was second to her on that occasion. Accurate also competed last year, but throughout the season she was not in her best form. Bagotstown, favourite last year on the strength of his performance in the Great Metropolitan Toyshop, who ran second to Willonyx, Bronzing, Papavero, Willaura, Tropicana, and Clarenceux are others that catch the eye. Of course, if most of the animals I have named face the starter, the calibre of the remainder will be a matter of small consequence. It is, however, rather a big "if."

BANKNOTES OF THE WORLD.

One of the curious points about Bank of England notes is the fact that they are acceptable practically all over the world. Yet in Great Britain few people will change them for strangers. The notes are printed upon Irish linen-paper with double edges, and when a note finds its way back to the Bank of England it is immediately cancelled.

The notes of the Banque de France are printed in black and white, and bear various allegorical pictures. In Germany the notes are green and black in colour, and those for 1,000 marks are printed on silk fibre.

China issues rather glaring notes in red ink on white paper, and yellow ink on red paper, with a great deal of gilt and many gorgeous devices. Italian notes are of all sizes, shapes, and colours.

The paper currency of Russia is barred from the top to bottom with all the colours of the rainbow, blended as when a sun-ray passes through a prism.

Uncle Sam, in the United States, uses familiar "greenback," made of thick paper, through which strands of silk are scattered.

CIRCOLI BARSANTI.

Barsanti, the Italian who has been sentenced to imprisonment in Germany for trying to buy a service revolver, bears a name that once was known through all Italy. During the eighties, when there was a good deal of unrest in Italy, the Circoli Barsanti—Barsanti Clubs,—to which many non-commissioned officers of the army belonged, were centres of popular discontent, tolerated by the Government as a harmless way of letting off steam. They took their name from a sergeant named Barsanti who was shot in Pavia about 1874 by order of a court-martial for his alleged participation in a riot in which an officer was killed. The general belief was that Barsanti was unjustly condemned. His name became famous as that of a martyr in the cause of liberty, and was adopted by the clubs that were being secretly used to propagate republicanism.

POST OFFICE.

Only fully paid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this port on the 16th inst., and is expected on the 21st inst.

The Parcel Post system to the following places in China is for the present suspended:—Hupeh, Hunan and Tequyue.

MAILS VIA SIBERIA.

Left London Due Shanghai
March 20. April 5.
March 23. April 9.

MAILS DUE.

German, Prince Ludwig, 17th inst.
American, Manchuria, 20th inst.
American, Mongolia, 7th prox.

MAILS CLOSE.

Swatow—Per Melanes, 17th April, 8 A.M.

Swatow, Amoy and Fornosa—Per Sashi-maru, 17th April, 9 A.M.

Smiti and Ceylon—Per Sumatra, 17th April, 9 A.M.

Swatow—Per Hainan, 17th April, 10 A.M.

Hai-phong—Per Hanoi, 17th April, 10 A.M.

Swatow—Per Glen's loch, 17th April, 10 A.M.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, via Naples. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Late Letters 11 a.m. to 11:30 a.m. Extra postage 10 cents.)—Per Lutzw, 17th April, 11 A.M.

Haiphong—Per Singan, 17th April, 11 A.M.

Macao—Per Sui Tai, 17th April, 11 A.M.

Japan via Kobe, Canada, Tacoma and United States via Sasebo—Per Bellophon, 17th April, 2 P.M.

Siam—Per Kengkewai, 18th April, 9 A.M.

Shanghai and North China—Per Hangkang, 18th April 11 A.M.

Macao—Per Sui Tai, 18th April, 11 A.M.

Sidon—Per Quaria, 18th April, 2 P.M.

Shanghai and North China—Per Chenan, 18th April, 3 P.M.

Kudat and Santakan—Per Borneo, 19th April, 8 A.M.

Swatow, Amoy, Fornosa and Foochow—Per Huching, 19th April, 10 A.M.

Haiphong and Pakhoi—Per Sungkang, 19th April, 11 A.M.

Japan via Moji, and South America—Per Fooching, 19th April, 4 P.M.

Swatow, Amoy, Fornosa and Foochow—Per Huching, 19th April, 5 P.M.

Philippines Islands, An-gan, Yap, Friederich-Wilhelmshafen, Rabau, Her-berthole, Matup, Australia and New Zealand via Brisbane—Per Prinz Waldemar, 20th April, 8 A.M.

Sandakan—Per Matsing, 26th April, 11 A.M.

Tatavia, Samarang and Sonora ya—Per Tjibodas, 20th April, 11 A.M.

Strait and India via Calcutta—Per O. Apear, 20th April, noon.

Philippines Islands—Per Yuenkang, 20th April, 1 P.M.

Manila, Ililo and Cebu—Per Zafiro, 20th April, 3 P.M.

Siberian Mail—Shanghai, North China, Japan, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 20th April, 5 P.M.

SHANGHAI, and North China (Europe via Siberia)—Per Linan, 20th April, 6 P.M.

Philippines Islands, Australia, Tasmania and New Zealand via Tasmania and New Zealand—Per Changha, 22nd April, 3 P.M.

Swatow—Per Hainan, 21st April, 9 A.M.

Straits and India via Calcutta—Per Namang, 22nd April, 11 A.M.

Philippines Islands—Per Changha, 22nd April, 3 P.M.

Per s.s. Yangtze, arrived 16th April, from Australia:

Shanghai, North China, Japan via Moji, Victoria and United States via Seattle—Per Awa-maru, 23rd April, 10 A.M.

Swatow, Amoy, Fornosa and Foochow—Per Hattan, 23rd April, 10 A.M.

Straits and Ceylon—Per Atsuta-maru, 23rd April, 11 A.M.

Manila, Cebu and Iloilo—Per Kaifong, 23rd April, 8 P.M.

Philippines Islands—Per Kaifong, 23rd April, 8 P.M.

Timor, Australia, Tasmania and New Zealand—Per St. Albans, 27th April, 10 A.M.

Manila, Iloilo and Cebu—Per Rubi, 30th April, 8 P.M.

Siberian Mail.

Shanghai, North China, Japan via Moji, Victoria and United States via Seattle—Per Awa-maru, 23rd April, 10 A.M.

Swatow, Amoy, Fornosa and Foochow—Per Hattan, 23rd April, 10 A.M.

Straits and Ceylon—Per Atsuta-maru, 23rd April, 11 A.M.

Manila, Cebu and Iloilo—Per Kaifong, 23rd April, 8 P.M.

Philippines Islands—Per Kaifong, 23rd April, 8 P.M.

Timor, Australia, Tasmania and New Zealand—Per St. Albans, 27th April, 10 A.M.

Manila, Iloilo and Cebu—Per Rubi, 30th April, 8 P.M.

SHIPPING NEWS.

The N. Y. K. s.s. Coyon Maru, Bombay Line, left Singapore for this port on the 16th inst., and is expected on the 21st inst.

The P. M. S. Co.'s s.s. Manoluria arrived at Manila on the 16th inst., will sail for Hongkong on the 18th inst., and is expected to arrive on the 20th inst., at 8 a.m.

ARRIVED.

Sumatra, Br. s.s., 2,070, W. R. L.

Maro, n.r.s., 15th April—Yokohama 2nd April, Gen.

—P. & O. S. N. Co.

Mausang, Br. s.s., 1,644, Weigall,

15th April—Sandakan 9th April, Gen.—J. M. & Co.

Macau, Ger. s.s., 996, R. G. Zollnai,

16th April—Cebu 11th April, Gen.—J. M. & Co.

Sungkang, Br. s.s., 987, H. Matthijs,

16th April—Haiphong 18th April, Gen.—B. & S.

Yuenkang, Br. s.s., 1,128, P. H. Rolls,

16th April—Mazila 18th April, Gen.—J. M. & Co.

Smiti and Ceylon—Per Sumatra, 17th April, 9 A.M.

Swatow—Per Hainan, 17th April, 10 A.M.

Lutzw, Ger. s.s., 5,110, B. Bortfeld,

16th April—Yokohama 6th April, Gen.—D. L. & Co.

Foo Shing, Br. s.s., 1,423, Webb,

16th April—Hongkay 7th April, Gen.—J. M. & Co.

Germany, Ger. s.s., 600, G. J. Jebson, 8th April—Sydney via 1st Inds. (Gen.—S. & Co.)

Hanoi, Fr. s.s., 738, G. Boulard,

16th April—Haiphong via 1st Inds. (Gen.—S. & Co.)

A. B. Marty.

Helene, Ger. s.s., 700, C. J. Jester,

18th April—Hoi-hou and Tourane 12th April, Gen.—J. & Co.

Kagoshima Maru, Jap. s.s., 4,087, W.

Wade, 15th April—Moji 6th April, Gen.—N. Y. K.

Koong Wai, Ger. s.s., 1,115, F.

Kohler, 10th April—Sagou 6th April, Gen.—B. & S.

Kyoto Maru, Jap. s.s., 1,640, Kitaka,

14th April—Kanpo 7th April, Gen.—M. B. K.

Lireun, 1,0,2, W. C. Barclay, 12th April, Gen.—Manil 9th April, Gen.—J. & Co.

M. S. Dolfit, Br. s.s., 2,716, M. Ridley,

13th April—Cebu 9th April, Gen.—C. & Co.

Madura, Br. s.s., 2,903, Robt. S. Horley, 11th April—Barry Dock 24th Feb., Gen.—Bank Line.

Michael Jobson, Ger. s.s., 951, J.